

"METHODS FOR SELECTING ROADS FOR THE RURAL SECONDARY PROGRAM"

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There has been in the past some misinterpretation between the Rural Secondary funds and the Rural Highway funds. They are two separate funds. The Rural Secondary funds were made available by the two cent gas tax which has been in effect for several years, and is used on roads commonly designated as "Two Cent Roads".

The methods of selecting roads for Rural Secondary programs can be many and do not depend on traffic counts. You are aware that when a new road is constructed or an old existing road improved the traveling public will use it to a great extent.

1. School Bus and Mail Routes:

These two routes serve the rural sections of any county and emphasis should be placed on school bus routes. The roads and bridges must be maintained in good condition for the safe transportation of school children. It is obvious that new school buses have a greater capacity each year and all bridges should have at least a ten ton gross load capacity. By adhering to this policy a calamity may be avoided.

2. In selecting roads for a Rural Secondary program you must consider using these funds for projects for which county funds are insufficient. For example; replacing an 80 foot span bridge and approaches would cost between fifty thousand and seventy-five thousand dollars. Resurfacing county roads with plant mix bituminous surface would cost between six thousand and eight thousand dollars per mile.

It is an accepted fact that county funds are needed for maintenance of the county road system. These county funds and Rural Highway funds form an investment that should be protected. Roads that are constructed or resurfaced, if not properly maintained, will be a great loss in depreciation.

3. In selecting Rural Secondary roads it is very important to have an inter-county road system, but this is difficult in many counties as the important road in one county may not be so important to the officials in the adjoining county. In other words, the characteristics of a road could change at the county line.

4. When industry indicates it may move into a county and can furnish employment for several hundred local people, and need arises for improvement of an existing road or the building of a new road to transport both raw material and finished products as well as the convenience of the employees, a Rural Secondary road may be the only way of obtaining such industry. This would mean much to the State of Kentucky as well as to the county where it is located.

5. Rural Secondary roads may be necessary for development of natural resources which could be very profitable in many ways and counties do not have funds for this type of work.

The county officials should know the needs for improvement of roads where Rural Secondary funds could be applied.

The progress and problems on county roads are measured in different terms than for main state highways; the most important is to provide an all weather surface, good drainage, and sufficient width for passing.

In summary five basic methods of selecting roads for Rural Secondary funds on the bases of needs are as follows:

1. School bus and mail route travel
2. Insufficient funds for major construction or repairs
3. Development of inner county road systems
4. Building to meet needs of industry
5. Access to natural resources

Many improvements have been accomplished by counties with Rural Secondary funds and Rural Highway funds to supplement the county operations.

I have been a county engineer and I am familiar with the county road problems which are many, but the transportation for the rural area must be given due consideration.